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Profile

February 1981



Gunner's mates Page 12

Memo to readers

This issue of PROFILE is dedicated to Rear Adm. David M. Cooney, U.S. Navy.

Admiral Cooney is retiring from the naval service March 1, 1981, following a long, distinguished career of dedicated service to the fleet. His career was capped by five and a half years as the Chief of Information of the Navy—the top job in the public affairs field.

In this capacity, Admiral Cooney served as the Chief advisor to the Chief of Naval Operations and the Secretary of the Navy for the conduct of all aspects of public affairs matters. Responsible for the formulation of public affairs plans and policies, he took great pride in his role of significantly enhancing the worldwide and U.S. public understanding and appreciation of the Navy as an instrument of national policy.

As a former Surface Warfare Officer (ship driver), Admiral Cooney speaks with authority on naval matters. Having gained great first-hand operational knowledge before specializing in public affairs, he speaks as an operator. Throughout his years of service, he has garnered many awards for professional excellence as both a spokesman and a manager.

Admiral Cooney has a special place in his heart for PROFILE magazine. He has championed the cause of the publication when others would have seen to its demise because of budget cuts. He is thoroughly dedicated to the mission of the magazine to bring high quality photo feature articles to the young men and women in our high schools and colleges, so they may make intelligent choices amongst several career fields.

Having stepped down in September 1980 as the Chief of Information and now retiring in March 1981, the staff of PROFILE wishes to thank Admiral Cooney for his guidance, direction, expertise and, above all, his friendship over the years. He has exerted a positive and profound influence on all of us. The magazine has prospered and grown because of his interest and vision. The professionalism of the staff has been enhanced by his counsel and leadership.

Thus it is that the present staff and, I'm sure, former staff members, wish him "fair winds and following seas." Continued success and bon voyage, good friend.



Admiral Cooney

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Clarification of the December 1980 Memo to readers

The next to last paragraph should have read:

A four-year active duty obligation is incurred upon graduation when using a scholarship.

Cooking—Army style



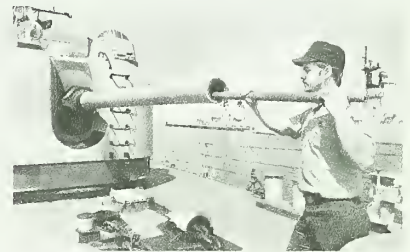
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Cooking

There is an old cliché that says an army travels on its stomach. Since the first soldier was told to prepare a meal, the cook has been the target of jokes and stereotypes. Among soldiers everywhere the subject eliciting the most opinions and complaints is usually what is the next meal going to be and when will it be served?

Young men and women who graduate from one of the Army's three culinary schools seek, through their training and effort, to relieve the anxiety about food by preparing tasteful, high-quality meals.

The Food Service Specialist Course, which is taught at Fort Lee, Va.; Fort Jackson, S.C.; or Fort Dix, N.J., is an introduction to cooking that presents instruction on all facets of meal preparation, including the making of salads, soups, sauces, vegetables, breakfast foods, meat and poultry, baked goods, seafood and imaginative garnishing techniques. Students also learn how to plan meals to feed from one to the hundreds of men and women who will utilize their dining facility.

Instructors at the schools point out that men and women who join the Army to become cooks and have taken courses in cooking, home economics, chemistry or hygiene will find such experience valuable in the food service course.

Characteristics which are important for the prospective cook to have include alertness, dependability and attentiveness. A keen sense of taste and smell is essential. Eye-hand coordination, finger and manual dexterity, good vision and normal color discrimination are also important.

Throughout the course, instructors stress self-confidence and excellence in basics—two major ingredients that



The final product is service and these food service specialists dish out an eye-appealing and desirable meal. (Photo by Herbert Thweatt)

--- *Army style*

serve the Army food service specialist well. The instruction is performance-oriented, consisting of hands-on training in a self-paced environment. Emphasis is on **doing**, not just observing. In this manner, the student sees the proper methods demonstrated and then practices until he or she can

perform the skill thoroughly and consistently without error.

"We all learn how good we are midway through the course when we work as a team to actually prepare a full meal," said Pvt. 1 Mike Olson of Madison, S.D.

"We learn to prepare in small

quantities at first. This is so we can learn the basics. We then put it all together under the supervision of instructors," Olson added.

The students find out how good they are in their lessons first-hand; they must eat some of everything they prepare in class themselves.



Baking bread is an art as this instructor points out during his inspection of the bread dough being prepared by these students. (Photo by Herbert Thweatt)



Marine Pvt. Tim Parrish prepares a salad tray for one of the day's meals during a two week assistance stint at the Fort Story dining facility. (Photo by Roger Allen)

After the preparation of a full course meal, the students begin field training. In this phase, they learn the mechanics and safe operation of a variety of field equipment. Working together as a team, the soldier cooks prepare, cook and serve meals under simulated combat conditions.

Following graduation and assignment to a regular Army unit, the new food service specialist will have the opportunity to voluntarily participate in the three-year Food Service Apprenticeship Program that can lead to journeyman level certification by the U.S. Department of labor.

You might think that planning and preparing meals for large numbers of people is difficult, but according to Staff Sergeant James Huges at Fort Story, Va., it really isn't.

"To me it's not much different cooking for 200 people than my family," stated the assistant dining facility manager. "We have recipe cards that are for 100 people that we use as a base, and we add or subtract to them as necessary."

Though not all of the men and women attending the Army's culinary schools have a dream of becoming world famous chefs, they do, however, leave the school with the self-assurance of being able to feed an Army of hungry people.



Pfc. Alex Masana of the Fort Story dining facility checks the progress of a roast being prepared for the noon meal. (Photo by Roger Allen)

'Smokies' of the seas

Story by
Paul Short

In the mirror-like waters of the Florida Keys, a Coast Guard patrol boat discreetly tails an old wooden trawler flying the Honduran flag, awaiting diplomatic permission to board the vessel on suspicion of drug smuggling.

Thousands of miles away, anchored in the lee of a barren island in the Aleutian chain, a Coast Guard cutter prepares to send a boarding party to inspect the holds of a Japanese long line fishing vessel.

What do these two missions have in common? Simply that they illustrate an increasingly important mission of the Coast Guard in the late 1970s and early '80s—law enforcement.

Considered by most people to be primarily a search and rescue unit, the Coast Guard's law enforcement mission grew by leaps and bounds in the 1970s. The Fisheries Management Conservation Act of 1976, which extended the U.S. territorial waters for fisheries purposes to 200 miles from shore, was one major factor in this growth. Another was the increased awareness of drug trafficking into this country, most notably from South America.

The Coast Guard has always had a law enforcement mission. The service was created in 1790 as the Revenue Marine to collect tariffs from smugglers. During the 1920s the service, by then renamed the Coast Guard, fought a continual battle with rumrunners during prohibition.



Law enforcement is an increasingly important mission of the Coast Guard. Here, crewmembers from a Panamanian freighter are taken into custody after their ship was seized off the Bahamas with 30 tons of marijuana aboard.



The Coast Guard boards and apprehends many foreign fishing vessels for violating fisheries zones and seizes others for smuggling contraband. This Columbia-registered vessel was seized off the coast of Florida for suspicion of smuggling contraband to two smaller boats.

Even in later and more peaceable years, Coast Guardsmen have enforced Federal boating regulations, water pollution laws, fishing agreements, and port safety regulations.

The new breed of smugglers—drug traffickers—are proving to be a sinister lot. Tales of modern day piracy in the Atlantic and Gulf of Mexico have been related through the news media. Expensive yachts have turned up missing with the fate of the owners and crews still a mystery, in some cases.

Coast Guard boarding parties are becoming more successful in nabbing many of the drug runners, although it is increasingly clear that normal military training might not be sufficient training for the Guardsmen.

With the danger of desperate boat pirates and drug smugglers resisting arrest, and the frustration of tangled legal hassles because of insufficient or improper evidence, the Coast Guard decided to create a law enforcement



Boarding parties are an integral part of the Coast Guard's mission of law enforcement.

school to train personnel to deal with these potential problems.

The Maritime Law Enforcement School opened its doors in January 1978 at the Coast Guard Reserve Training Center in Yorktown, Va. One of the school's founders and its first officer-in-charge was Cmdr. H.D. Hamilton, an experienced and successful intelligence and law enforcement specialist throughout much of his career.

"When it became evident in the mid-1970s that law enforcement was becoming more of a primary mission, we looked around and didn't find anybody who knew anything about it anymore. That's when we decided we needed a resident school to teach police work," Hamilton said.

Based on the curriculum at the Federal Law Enforcement school in Glynnco, Ga., plus the Coast Guard's special needs, the course is five weeks long. Classes consist of 25 to 30

students, 10 percent officers and the rest enlisted personnel. Theoretically, anyone in the Coast Guard could someday find themselves attending the course, for a simple reason: All Coast Guard petty officers and officers are by U.S. statute, federal law enforcement officers.

The Coast Guard's immediate goal, however, is to train a few people from each ship or port safety station in law enforcement procedures. They in turn will return and help train their shipmates. Each cutter will have trained and designated law enforcement specialists in their boarding parties.

The school begins with lectures on constitutional and international law, authority and jurisdiction, statements, affidavits and other technical aspects of law enforcement. Physical training is

stressed and all students are issued cameras for future evidence gathering projects.

By the end of the first week, the class is divided into groups and instructed in the finer arts of arresting, searching and controlling prisoners. The training is realistic. Volunteers play the part of prisoners and are instructed to be as uncooperative as possible.

A surveillance problem is tackled, either on base or in an adjacent area, such as a large shopping center. The fledgling law enforcement specialists are charged with either tailing a suspect or staking out an area of suspected criminal activity. In all cases the volunteer "criminals" know what's going on and generally try to make the task as unpleasant and frustrating as possible.

Student Don Shinpaugh, a warrant officer at the Port Safety Station in Portland, Ore., found hitting the books the hardest part of the course at first. "They had us humping from day one with about three hours of study each night. It is especially hard if you don't have good study habits."

Another facet of training is weapons and marksmanship. Students must qualify with a handgun, M-16 rifle and shotgun on Yorktown's firing range. In addition, they must pass the judgmental pistol course.

In the latter course, students are positioned in front of a large movie screen in a darkened room. The instructor hands them a loaded .45 automatic and briefs them on what will happen next.

"You are investigating reports of



Practicing narcotics testing techniques are (l to r), Petty Officers 3rd Class Jeffrey Poppe and Richard Hoeffler and Ensign Marjorie Zantek, all students at Maritime Law Enforcement School in Yorktown, Va. (Photo by CWO3 P.M. Short)

strange noises coming from a restricted area on the waterfront," is a sample instruction.

Then a waterfront scene flashes on the screen. Crouching slightly, a student draws and cocks his weapon, anticipating what will happen next. Suddenly, a warehouse door opens and a man appears in the doorway with his weapon drawn. In a flash, the student fires his handgun at the screen, just as the suspect shoves a female hostage into the line of fire. In this case the student lost points by firing too suddenly.

In other examples, the suspect will throw up his hands, run away or fire at the trainee. Not only is it important to judge when and if to shoot, but accuracy counts as well. Students fire blanks; the loads hit a transparent cover over the screen, indicating where the shot would have landed.

Throughout the five-week course, student teams gather evidence at the scene of simulated crimes to prepare reports for the prosecution. Instructors act as judge, defense attorney and prosecutor. The students use their evidence to testify. Many learned to their extreme embarrassment how a defense attorney can discredit a witness through minor errors in their testimony.

The scenario is acted out in a life-like courtroom setting under hot lights. While it may seem like an ordeal to some, the role playing is designed to depict real-life courtroom drama and drive home the point that evidence must not only be accurate, but presented correctly.

Not all the training is this exciting. Many additional hours are spent discussing fisheries acts, vessel documentation, the physiological aspects of narcotics, ethics and other related topics.

Lt. j.g. Mark Pollitt, of the Coast Guard Group in Corpus Christi, Texas, compares the five-week course favorably with state police academies he attended as a civilian policeman in New York and Florida. He cited the weapons training and court testimony as



Petty Officer 2nd Class Rick Spencer searches a volunteer suspect during final testing of prisoner control at the law enforcement school. Grading his efforts is instructor, Lt. j.g. Jimmie Weibley. (Photo by Petty Officer 3rd Class Tony McCartney)

highlights of the course.

When they have successfully completed the course, students earn designators as law enforcement specialists, although it is not a distinct, full time occupational specialty. They

return to their units as an instructor and advisor to the crew and commanding officer in the complex field of maritime law enforcement. They become the experts on the front line of the war against crime.



Coast Guardsmen inventory a cache of hashish found in the holds of a Liberian flag freighter off the coast of New Jersey. The burlap bags in this picture contain 20 tons of hashish with an estimated street value of \$120million. (Photo by Chief Petty Officer Bob Jones)



Petty Officer 1st Class James K. Hailey responds to a question from the prosecutor during a mock trial at the Coast Guard's Maritime Law Enforcement School. With the intense training provided by the school, graduates return to their units with a more thorough knowledge of law enforcement procedures that apply to the Coast Guard. (Photo by CWO3 P.M. Short)



Gunner's mates in today's Navy are responsible for complex and sophisticated weapons systems. Here, four gunner's mates aboard the amphibious assault ship USS Okinawa, prepare to load test missiles into the basic point defense surface missile system prior to a test launch.

More than 'pulling the trigger'

**Story by
Bill Wright**

Most people equate a Navy gunner's mate with the old World War II image of the guy sitting behind the sights of a five-inch gun, cranking with both hands to follow a Japanese "Zero" coming in on a strafing run. Today, however, he is a highly-trained technician, and responsible for some of the Navy's most complex and sophisticated weaponry.

The gunner's mate rating, one of the oldest in the Navy, evolved from the rock and fireball catapults, through rockets and cannons to the automatic weapons employed today. The com-

plexity of the electronically-oriented weapons in use in today's Navy has necessitated technical specialization and resulted in the division of the rating into three separate categories: Gunner's Mate Guns (GMG), Gunner's Mate Technician (GMT) and Gunner's Mate Missiles (GMM).

A sailor in the "Guns" rating is responsible for the upkeep, maintenance, repair and accurate use of a wide range of weapons and armaments, ranging from the .45-caliber pistol to a ship's large caliber guns and basic point defense systems.

Seaman Ronald Hurst of Providence, R.I., described his duties as a GMG

aboard the combat stores ship USS Concord. "My job on the ship is to maintain all the ordnance equipment, such as the three-inch, 50-caliber gun mounts, magazines (special compartments used for the storage of ammunition), magazine sprinkler systems, small arms and other ordnance aboard," he stated.

Another GMG stationed aboard the amphibious transport dock USS Nashville, stressed the importance of his job in relation to actual combat. "I believe my job as a gunner's mate is important because without our weapons we'd be almost defenseless," explained Petty Officer 2nd Class Joseph McKenna, a

21-year-old native of Torrington, Conn. "Though we are not equipped to make an attack, our large guns could be the ship's first and last line of defense in a contingency."

A gunner's mate technician (GMT) is responsible for the operation and maintenance of the Antisubmarine Rocket (ASROC) Weapons System. The ASROC system increases the effective range of combating enemy submarines. Because of its standoff range, it allows for antisubmarine ships to launch their weapons before a submarine can counter.

"My job is to maintain the ASROC launcher and loading system," stated Petty Officer 2nd Class Mark K. Pfeiler, a GMT aboard the destroyer USS John Hancock. "My biggest challenge is trouble-shooting the system when a

problem occurs. It takes a wide range of knowledge in mechanics, hydraulics, electrical and other areas to do my job well and professionally."

A GMT has the additional responsibility for the storing, testing, inspecting, maintaining and packaging of specialized naval weapons components, including nuclear weapons. Following recruit training, the GMT receives eight weeks of instruction in San Diego in basic indoctrination to nuclear weapons handling procedures.

The final category of this rating is the gunner's mate missiles (GMM). The GMM is responsible for the maintenance, repair and operation of the guided missile launching systems and rocket launchers (including the ASROC), utilized in the Navy. Missiles are the main battery used in the defense

of shipping convoys. The success of a convoy in reaching its destination in time of conflict is dependent on the GMM who maintains the system.

The path for learning the job of a gunner's mate begins with four to nine weeks of individualized training in basic electricity and electronics at the Navy training centers in Great Lakes, Ill., Orlando, Fla., or the Naval Base in San Diego.

Following this, trainees attend eight to nine weeks of Class "A" technical school (basic rating training) at the North Island Naval Air Station in San Diego. The training focuses on the basic concepts of Naval surface ordnance and provides instruction in mechanics, hydraulics, pneumatics (mechanical properties of gases), use of hand tools, blueprint reading, and practical training



Preparing for practice exercises, these gunner's mates load three-inch shells in gun mounts on board the guided missile cruiser USS Leahy.



Seaman Ronald Hurst, Jr., a gunner's mate guns, loads three-inch shells into an ammunition magazine. Hurst serves aboard the combat stores ship USS Concord, homeported in Norfolk, Va. (Photo by Bill Pointer)

with electrical and electronic circuitry. Advanced technical and operational training is available in this rating during later stages of career development.

After successful completion of training, the gunner's mate is assigned to ships, weapons installations, ordnance depots or various shore stations at home or overseas. The complexity of the gunner's mate training and future responsibility makes it necessary that they possess keen mental and manual dexterity, along with the capabilities of doing detailed work, performing repetitive tasks and keeping accurate records.

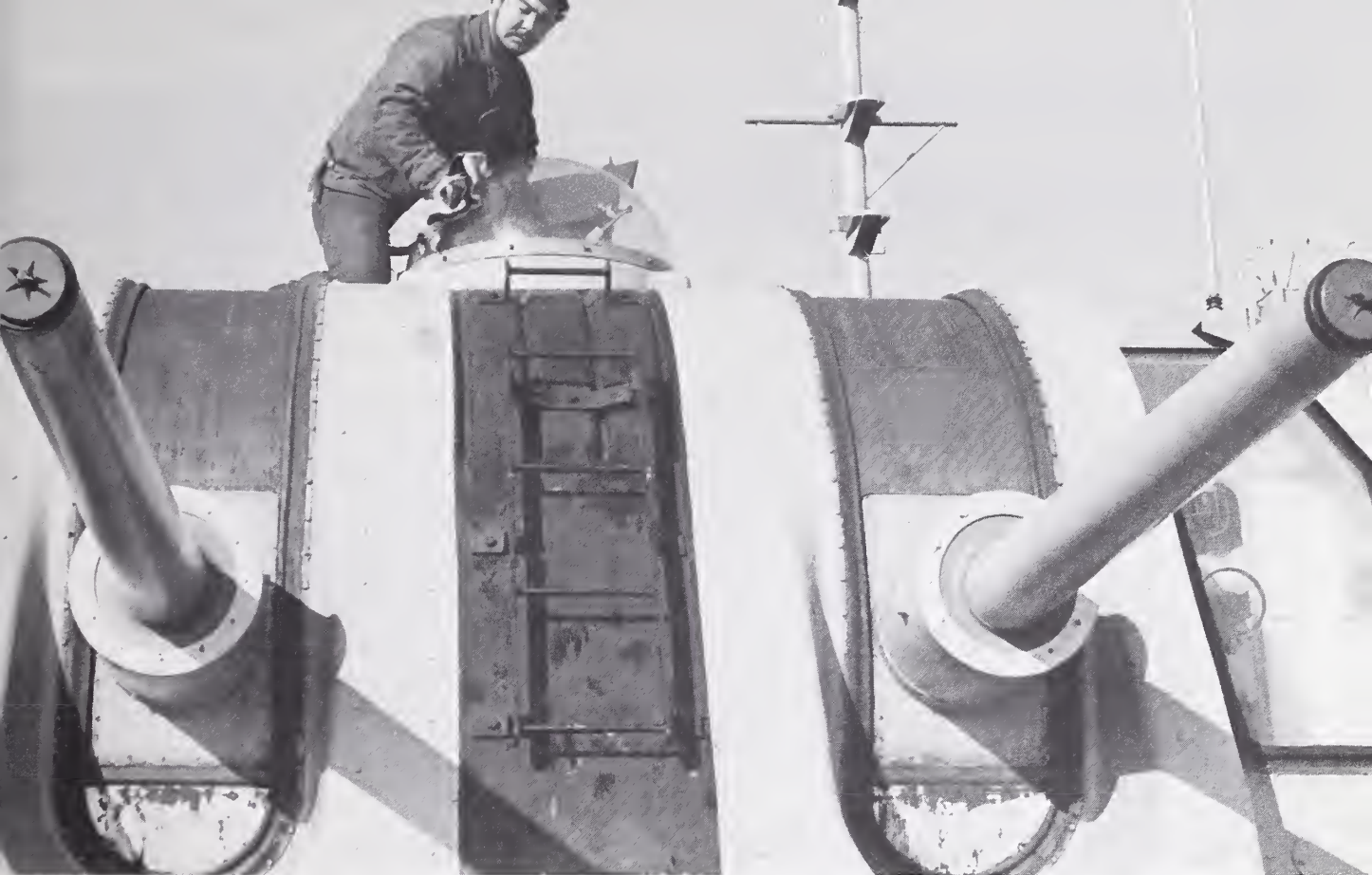
One "missiles" man, and former

Navy hospital corpsman, noted a distinct change from the gunner's mate of yesterday with that of today's highly-trained technician. "We used to be known as a boatswain's mate with a hunting license," stated Petty Officer 1st Class Mikel Downing, a GMM aboard the guided missile cruiser USS Mississippi. "It's true that we are a 'jack of all trades' aboard ship, but when you get right down to it, we are a closely-knit group with very responsible positions."

Indeed, responsibility and continuous training is a way of life for the Navy gunner's mate. Circuit diagrams, electronic casualty analysis, solid state

and digital electronics are all part of their everyday language. Their work and specialties will involve varying situations on ship and shore, alone or with others and in any kind of climate or temperature. In essence, the gunner's mate is afforded a rewarding challenge to continue the legacy provided by their predecessors while taking part in the continually changing world of sophisticated weaponry in today's modern Navy.

Background material and photographs furnished by the Navy's Public Affairs Centers at Norfolk and San Diego.



Navy gunner's mates serve aboard various types of ships other than combatants. Here, Seaman James F. Rogers maintains the three-inch, 50-caliber gun mounts aboard the combat stores ship USS San Diego, homeported in Norfolk, Va. (Photo by Mike McCabe)



Petty Officer 2nd Class Charles Morse, a GMM aboard the guided missile cruiser USS Mississippi, operates the integrated control station which controls magazine loading for the ship's guided missile launching systems. The gunner's mate rating is yet another example of the need for highly-trained technicians in today's modern Navy. (Photo by Bill Wright)

Governing those 'roads in the sky'

Story and photos by
Jim Gladkowski

"Iwakuni approach, Lusty Zero-One, request P-A-R approach."

"Roger, Lusty Zero-One. This is your P-A-R controller. You are seven miles from touch down. Landing gear should be down."

"Lusty Zero-One, begin descent heading Zero-One-Zero. You are three miles from touch down, slightly below glide path...cleared to land...one mile from touch down...on glide path. You are over landing threshold...centerline straight ahead...touch down."

To the layman, the above phrases mean very little. But to an aircraft pilot and air traffic controller, they are the means of bringing those "mechanical birds" to safe and smooth landings. At Marine Corps Air Station, Iwakuni, Japan, a team of professional air traffic and radar controllers safely guide all types of aircraft onto the runway.

"Our job is to provide a safe, orderly and expeditious flow of both military and civilian traffic in our air space," said Master Gunnery Sgt. Robert H. Mifflin,

air traffic control's noncommissioned officer-in-charge. "Iwakuni's air space is basically a 60-mile radius from the airport with a ceiling of 23,000 feet."

Familiarity with air space is vital to the controllers. They must learn the area, its terrain and land mass restrictions to keep aircraft on the proper "roads in the sky." They must also know the various types of aircraft they will be controlling, thereby allowing pilots to maintain proper distance or separation upon approach.



This view of the runway at the Marine Corps Air Station in Iwakuni, Japan, is what an aircraft pilot sees during a landing approach. It is the air traffic controller's job to guide the pilot and his aircraft safely onto the "glide path."



Cpl. Michael Foster (R), a qualified local controller at Iwakuni, observes a helicopter while Gunnery Sgt. Marcel Dussault communicates with its pilot.

According to Gunnery Sgt. C.W. Smith, a tower supervisor, Iwakuni offers its 47 controllers a dual uniqueness. "We have many types of Marine Corps aircraft available to us for training," he explained. "This allows the controller to become familiar with helicopters, fast tactical fixed-wing aircraft, transports, passenger planes, and occasionally, the large Air Force cargo aircraft that fly here from the United States."

"Additionally, this air station is the only Marine Corps air station where controllers are responsible for sea planes," the 'gunny' continued. "We govern the Japanese sea planes since their lanes border our runway approach and departure lanes. It's good training as we continually communicate with the Japanese pilots while learning to control

a multitude of traffic on a single runway."

By virtue of their constant rotation from one airfield to another, the Marine controller is in a constant training cycle. The training begins with 14 weeks of school at the Naval Air Technical Training Center in Millington, Tenn. The course provides the basic knowledge and skills which lead to fulfilling the technical requirements for a basic control tower operator and certification through the Federal Aviation Administration.

Utilizing technical and practical training methods, this course introduces students to basic air navigation, aviation weather, flight assistance service, air traffic control communications and air traffic rules. Additionally, instruction is focused on

visual and instrument flight rules procedures, air traffic control radar and publications, military operating procedures and simulated air traffic control operations.

Upon completion of school, each Marine is assigned to various Marine Corps air stations throughout the world. While there, they can become qualified in many positions within the realm of this aviation specialty.

A tower controller is responsible for governing the movement of all traffic on the ground. The local controller monitors and controls the flights within visual range of the tower. With the help of several radar scopes, radar controllers monitor the positions of all aircraft within the air space.

Departure controllers govern takeoffs and monitor the aircraft's progress on

radar until it leaves the controlled air space. Approach controllers monitor the inbound progress of all approaching traffic on radar, issuing specific instructions for entering the controlled air space and hand-off to precision approach radar (PAR).

The PAR controllers provide detailed altitude, air speed and glide path information so pilots can make landings under weather conditions which limit visual sighting of the airfield and runway until just prior to touch down. Using PAR procedures, pilots can land aircraft in the rain, snow, fog or other adverse weather conditions which restrict forward visibility from the cockpit.

Coordinators and crew supervisors monitor all communications and hand-offs of aircraft from one controller to another. This ensures a smooth

transition from one phase of flight to another with minimum disruption of the air crews' duties in flying their aircraft.

"Every controller is a student first and undergoes requalification tests periodically," said Gunnery Sgt. Smith. "A Marine controller must pass a series of tests in each of these positions before he's considered qualified in that position," stated the 14-year veteran. "Additionally, each Marine Corps air station has its own peculiarities and requirements; therefore, a trained controller here will be a student at another air station when he arrives."

Split-second timing, precision judgment and teamwork is a way of life for the Marine air traffic controller. While many aviation specialties are closed to women, the field of air traffic control offers women Marines the opportunity to be an integral part of the

Marine aviation team. Currently, women comprise nearly 11 percent of all air traffic controllers in the Marine Corps.

Although the job of an air traffic controller can be pressure-filled at times, it is nevertheless an ongoing and learning discipline, which presents a responsible and rewarding position in today's complex and sophisticated military aviation community.

Editor's note: At the time of this writing, Staff Sgt. Gladkowski was assigned to the staff of the TORII TELLER, a weekly publication for the Marine Corps Air Station in Iwakuni, Japan. We would like to express our thanks to him for providing this article and the accompanying photographs.



Marine pilots normally plan and fly predetermined "roads in the sky" using their flight plans. When preparing to land, they use an approach plate (pictured here) which shows the proper approach patterns to be flown for a particular air field.



Gunnery Sgt. David Leighton (R), monitors an area surveillance radar scope under the close scrutiny of Chief Warrant Officer Mike Powell. Marine air traffic controllers are continually being requalified and cross-trained in various other aspects of the field in order to meet the needs of this complex military aviation specialty.



**Medical professionals
in the Air Force**

**Story by
Douglas J. Gillert**

"Graduation's coming up, and I still haven't decided where I'll seek employment as a nurse."

For many student nurses, the selection of their first, post-graduation employer can be frustrating. Some may have a limited choice, while others have so many potential employers to choose from, deciding on just one is extremely difficult.

One profession that offers more than ample opportunity for employment is that of nursing. For many reasons, though, a particularly attractive nursing program can be found in the Air Force.

This year, the Air Force is looking for 700 new Registered Nurses to become commissioned officers. About 80 percent will have bachelor of science degrees in nursing (BSN). They are being sought to perform vital health care missions in mental health, anesthesiology, pediatrics, environmental health, operating rooms and other clinical environments.

But why join the Air Force when the demand has never been greater for nurses, especially BSN's, at hundreds of civilian health care facilities?

"Why not?" asks Col. Mary L. Ruddy, Nurse Recruiting Division chief. "The Air Force offers a very progressive nursing program and many opportunities for personal and professional growth.

"The Air Force comes closest to the concept of wellness-directed nursing that is being taught in nursing schools today," Col. Ruddy explains. "Active duty Air Force people are basically a healthy population, so health care is concentrated in the area of preventive medicine."

A nurse anesthetist performs a vital role with the professional Air Force medical team. Air Force nurses may specialize in areas such as flight nursing, midwifery or anesthesiology.

Starting out a nursing career with the Air Force begins with commissioning. Nurses are commissioned in ranks from second lieutenant to captain, based on education and experience. They initially agree to a three-year obligation and

After commissioning, nurses attend a two week Medical Service Officer Orientation course at Sheppard AFB near Wichita Falls, Texas, where they prepare for roles in the health care services of the Air Force. At Sheppard,

'The Air Force Nurse Corps is interested in the individual's goals and aspirations.'

know to which base they will be assigned prior to taking the oath of office. They are usually given one of three base choices, as long as it coincides with Air Force requirements.

they will be outfitted with uniforms, establish personnel and pay records, obtain identification cards, and set up medical and dental records.

Instruction covers such subjects as



Air Force nurses discover that having that little extra time to spend with patients is a very rewarding experience.

Air Force customs and courtesies, military justice, physical fitness, Air Force medicine, and nursing responsibilities.

Nursing in the Air Force is, in many ways, similar to practicing the profession in the civilian community. However, the unique environments in which some of the Air Force members must perform, and the serious consequences of failure to keep the nation's defenders healthy, are challenging differences. The orientation course at Sheppard helps make each and every new nurse officer comfortable in his or her new role in the Air Force health care system.

Nurses take an active part in planning their future.

Following the orientation, many newly graduated BSN nurses will attend a five-month internship at an Air Force hospital which may also be the site of their final assignment. The internship provides a smooth transition of the initial active duty nurse from beginning practitioner to that of a professional Air Force Nurse Corps officer.

It focuses on the application of nursing knowledge the new graduate has acquired in college and fosters the concept of interdependent practice in the clinical setting. Much of the program is skill oriented; interns get a chance to develop skills under the supervision and guidance of a more experienced nurse called a preceptor. Many of the interns may have an opportunity to spend elective time in special areas of the hospital such as the Pharmacy, Emergency Room, Intensive Care Unit or Obstetrics.

After the internship is completed, new Air Force nurses serve with fellow health care professionals in modern, well-equipped hospitals. In the Air



Force, they are important members of the medical team.

From the beginning of their Air Force nursing careers, nurses take an active part in planning their future. "The Air Force Nurse Corps is interested in the

is virtually unlimited.

"It is quite conceivable," says Col. Ruddy "that a nurse could start out as a second lieutenant and progress through the ranks to wear the star of a general officer." She cites as an example, Brig.

The Air Force comes closest to the concept of wellness-directed nursing that is being taught in nursing schools today.

individual's goals and aspirations," Col. Ruddy remarked. Varied assignments, continuing education and advanced education in civilian institutions, paid for by the Air Force, all help a nurse to pursue a career plan that

Gen. Sarah P. Wells, the highest ranking Air Force nurse and Chief of the Nurse Corps.

Those who do elect to make the Air Force a career can look forward to timely promotions, if they compete



Pediatric nurse practitioners have their own patient load and are widely used in many Air Force hospitals and clinics.

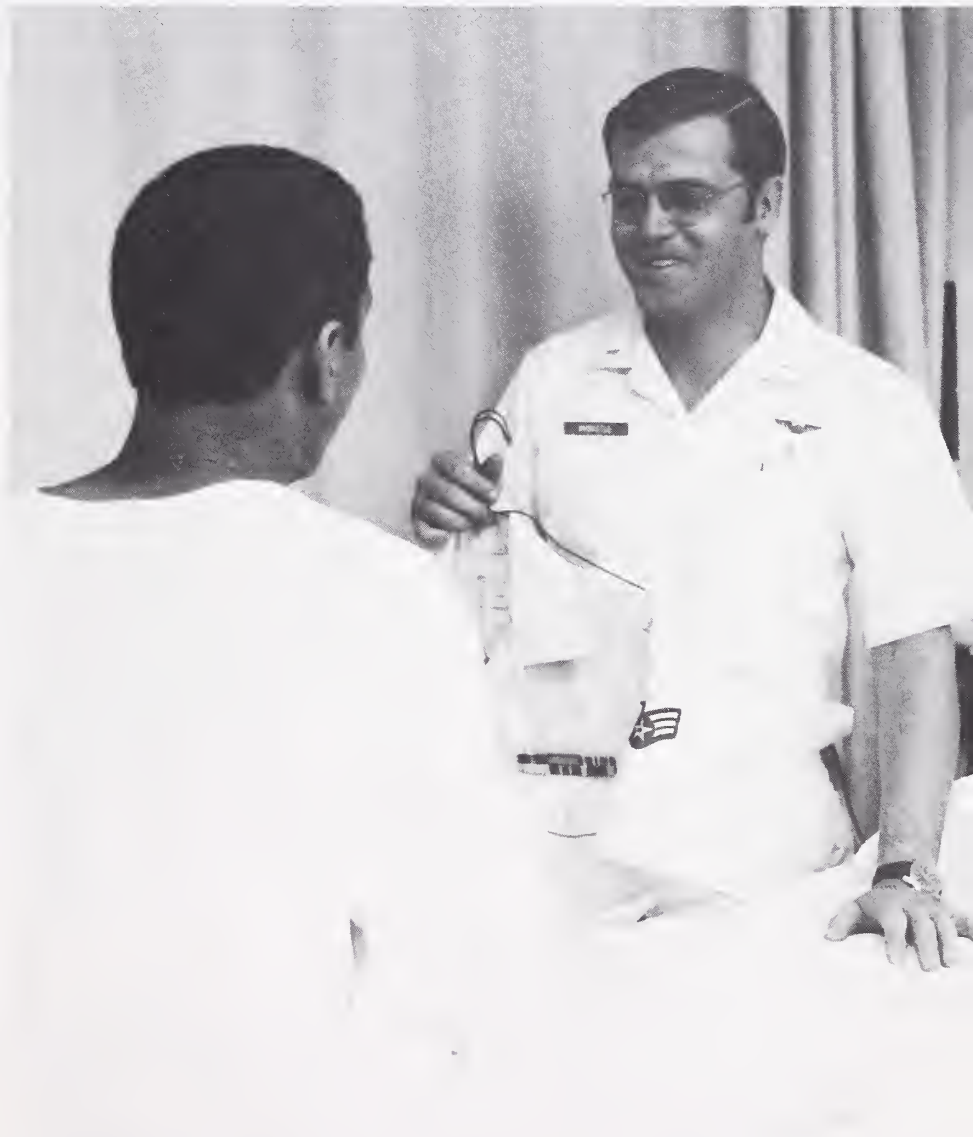
promotions, longevity and cost-of-living.

All Air Force members have the use of a wide range of base facilities and recreational activities. These include a well-stocked "department store" and a commissary, the Air Force's equivalent to a supermarket. Recreational activities on most bases include a theater,

bowling alley, golf course, swimming pools, gym, and social clubs that normally feature live entertainment and a full-service menu.

It's really no wonder that the Air Force consistently meets its nursing requirements. Like other Air Force members, nurses are measuring the career opportunities, the excellent working conditions, the many entitlements—and agree with their fellow blue-suiters: Air Force nursing is "A Great Way of Life."

Air Force nursing is 'A Great Way of Life'.



favorably with their peers. They may decide to specialize in areas such as flight nursing, midwifery or anesthesiology. And, as commissioned officers, they enjoy an attractive package of entitlements.

Air Force pay is highly competitive, beginning at more than \$1,200 per month in pay and allowances for second lieutenants, \$1,400 for first lieutenants and \$1,600 for captains.

Basic entitlements include free medical and dental care, 30 days of vacation with pay each year along with the normal pay increases for

This nurse and his patient are discussing discharge planning, an essential part of total patient care. Nurses serve in many varied specialties in the Air Force while stationed throughout the world.



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